



**REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY**

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MAINTENANCE PROGRAMME APPROVAL OPERATOR CHECKLIST

A vertical line in the margin indicates an amendment to the previous version.

1. GENERAL DETAILS			
SM CAA MP Coordinator:			
Name of Nominated Airworthiness Inspector:			
Name of Operator:			
Contact Details of the Operator's agent presenting the MP:			
Name:		Position:	
Telephone No.:		Email:	
2. AIRCRAFT DETAILS			
Registration Mark:	T7-		
Manufacturer 's Designation of Aircraft:			
San Marino Type Acceptance Certificate Basis:			
3. PROGRAMME DETAILS			
Operators MP Reference No, Issue No. and Revision Status:			
SM CAA MP Approval Ref:			
4. MAINTENANCE PROGRAMME BASIS			
MPD, MRBR, STCs and Maintenance Manuals etc references/revisions that were used as the MP source documents:			
Reliability programmes should be developed for Maintenance Programmes based upon maintenance steering group (MSG) 3 logic, or those that include condition-monitored components, or that do not contain overhaul time periods for all significant system components. Reliability Programmes need not be developed for aeroplanes under 5,700 kg MTOW or single engine helicopters that contain overhaul time periods for all significant aircraft system components.	Reliability Programme required:		
	<input type="checkbox"/> YES	<input type="checkbox"/> NO	



5. MAINTENANCE PROGRAMME CHECKLIST

No.	Item to be checked	Section/Item No. in Maintenance Programme or Maintenance Management Exposition (or equivalent for an 83bis aircraft) <i>[To be completed by the Operator]</i>	Write "Satis" in the box when the item has been checked and found satisfactory	
			Operator	SM CAA
1	General Requirements			
1.1	The maintenance programme should contain the following basic information.			
1.2	The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.			
1.3	The name and address of the organisation managing the continuing airworthiness organisation.			
1.4	A statement signed by the Operator managing the aircraft continuing airworthiness, to the effect that the specified aircraft will be maintained to the programme and that the programme will be reviewed and updated as required.			
1.5	MP contents, list of effective pages and their revision status.			
1.6	MP Check periods, which reflect the anticipated utilisation of the aircraft. Such utilisation should be stated and include a tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included.			
1.7	SM CAA Permitted variations. Refer to CAP 02 paragraph 9.7.			
1.8	Provision to record the date and reference of revisions incorporated in the MP.			
1.9	Details of pre-flight maintenance tasks that are accomplished by maintenance staff.			
1.10	The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the type and degree of inspection required.			
1.11	The periods, at which components should be checked, cleaned, lubricated, replenished, adjusted and tested.			



1.12	If applicable details of ageing aircraft system requirements together with any specified sampling programmes.			
1.13	If applicable, details of specific structural maintenance programmes issued by the type certificate holder including but not limited to: a. Maintenance of structural integrity by damage tolerance and supplemental structural inspection programmes (SSID). b. Structural maintenance programmes resulting from service bulletins. c. Corrosion prevention and control programme (CPC). d. Design repair assessment criteria. e. Widespread fatigue damage criteria.			
1.14	If applicable, details of critical design configuration control limitations (CDCCL), together with appropriate procedures.			
1.15	The periods at which overhauls and replacements by new or overhauled components should be made.			
1.16	Mandatory life limitations, certification maintenance requirements (CMR's) and AD's identified as to their mandatory status.			
1.17	Scheduled maintenance tasks derived from modifications such as STCs.			
1.18	Scheduled maintenance requirements for operational approvals.			
1.19	Details of, or cross-reference to, any required reliability programme			
1.20	FDR and CVR serviceability checks. Refer to CAP 02 paragraph 9.5 and 9.6.			
1.21	The MP review to ensure that it reflects current TC holder's maintenance recommendations and mandatory requirements.			
1.22	The Operator review of the detailed requirements at least annually for continued validity in the light of operating experience.			
1.23	Repetitive maintenance tasks derived from repairs.			
2 Reliability Programme (if required)				
2.1	Objectives.			
2.2	Identification of items.			
2.3	Terms and definitions.			



2.4	Information sources and collection.			
2.5	Display of information.			
2.6	Examination, analysis and interpretation of the information.			
2.7	Corrective Actions.			
2.8	Organisational responsibilities			
2.9	Presentation of information.			
2.10	Evaluation and review.			
2.11	Approval of maintenance programme revisions.			
2.12	Pooling arrangements.			

6. OPERATOR COMPLIANCE STATEMENT

By signing below, the Operator confirms that the referenced maintenance programme meets the Republic of San Marino CAA requirements for an aircraft maintenance programme as shown in the above checklist.

Date:		Position:	
Name:		Signature:	

7. MAINTENANCE PROGRAMME RECOMMENDATION

By signing below, I hereby recommend to the San Marino CAA Director General that the referenced Maintenance Programme be approved.

Airworthiness Inspector recommending MP approval:

Date:			
Name of Airworthiness Inspector:		Signature of Airworthiness Inspector:	